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**policies
for
development...land use/circulation**
Element

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San Joaquin

SAN JOAQUIN COUNTY GENERAL PLAN
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SAN JOAQUIN COUNTY GENERAL PLAN

A portion of THE SAN JOAQUIN COUNTY GENERAL PLAN TO 1995

ADOPTED BY THE BOARD OF SUPERVISORS

APRIL 13, 1976

Board of Supervisors

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This document is a portion of the Land Use/Circulation Element of the San Joaquin County General Plan to 1995. The entire Land Use/Circulation Element consists of the following (available separately):

- this policy brochure
- the text, containing background and technical material
- plan map for the County
- plan maps for Urban and Rural Centers showing specific land uses and circulation patterns

Area plan maps for Urban and Rural Centers

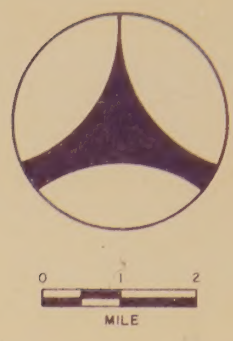
Stockton (including French Camp)
Lodi (including Acampo, Coopers Corner,
and Henderson Village)
Tracy (including Banta)
Manteca
Ripon
Escalon
Lathrop
Linden
Lockeford
Thornton
Victor
Clements
Farmington
Simms Station
Vernalis

The policies in this brochure were formulated by a citizens advisory committee, subsequently modified and recommended by the Planning Commission, and finally adopted by the Board of Supervisors. The first four pages of the brochure identify some of the issues which must be faced in planning for the County. These issues are followed by a list of basic assumptions made in revising the plan, a description of the urban/rural structure of the County, and then the main portion of the brochure: policies to guide future development. The policies have been grouped into three general categories:

- 1) structure of development within the County
- 2) meeting our transportation needs
- 3) management of our resources

GENERAL PLAN TO 1995
LAND USE / CIRCULATION ELEMENT OF THE SAN JOAQUIN COUNTY GENERAL PLAN
SAN JOAQUIN COUNTY

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LAND USE

URBAN DEVELOPMENT

Residential

Commercial

Public and Quasi - Public

URBAN RESERVE

RURAL CENTERS

RURAL RESIDENTIAL

OPEN SPACE

Recreation

Agriculture

Conservation

Water and Waterways

CIRCULATION

ROADS AND STREETS

Freeway

Arterial

Major Collector

Interchange

Freeway-to-Freeway

OTHER TRANSPORTATION

Railroad

Airport

Port

PC-77-71 11-18-76 R-76-3225 12-9-76
PC-76-25 11-10-75 ADOPTION BY
PLANNING COMMISSION DATE BOARD OF SUPERVISORS DATE
ADOPTION OF THE LAND USE/CIRCULATION ELEMENT

ATTEST, RALPH W. EPPERSON, County Clerk and Clerk of the Board
of Supervisors of the County of San Joaquin, State of California.

By *Margaret C. Smith* Deputy

This map is a part of the Land Use/Circulation
Element of the San Joaquin County General Plan
to 1995. The land use designations are based on
policies contained in the plan. A brochure entitled
Policies for Development is available from the
Planning Department.

Land use and circulation patterns shown on this
map are highly generalized in both subject content
and areal extent due to the small scale required
for graphic representation on a county-wide basis.
For detailed accurate information, it is essential
that area plan maps be consulted. Further limita-
tions on interpretation of this map include the
following:

- 1) Rural Centers are represented by symbols;
the location and extent of planned land uses
are indicated on area plan maps.
- 2) Highway Service locations at freeway inter-
changes are represented by indicating the
appropriate quadrants within the interchange
symbol.
- 3) Only major Recreation and Public and Quasi-
Public areas are indicated.
- 4) Roads and streets designated as Minor
Collectors are not indicated.

This map may not reflect subsequent amendments
to the General Plan. For further information
contact the San Joaquin County Planning Depart-
ment at 1810 East Hazelton, Stockton, California,
95205, or telephone (209) 944-2203.

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Development *Issues*

in San Joaquin County

The issues being raised here are not going to be completely resolved by the policies contained in this brochure, but these issues must be considered in following any plan for the County. Many of our problems have existed for years; most are not unique to this County. In some cases the policies provide a starting point in addressing the issues. They are intended to direct and guide the change and growth that will occur in the future. Although the policies are specifically for land use and transportation, physical development does have implications for social and economic issues.

■ **SPACE TO GROW: IS LAND IN SHORT SUPPLY?**

Our cities are not yet growing together; there is plenty of vacant land beyond the urban fringe--or is there? That "vacant" land is actually valuable agricultural land. How much of it can we afford to take for our growth?

■ **PUBLIC FACILITIES - NEED OR IMPOSITION?**

Many communities in the County are without services such as public sewers and water facilities. Can people afford to pay the costs of such services? Can they afford not to when private wells are contaminated and soils saturated? Should additional growth be encouraged, or permitted, if basic services are lacking?

■ **PUBLIC EXPENDITURES - A COST OR AN INVESTMENT?**

Provision of public facilities, parks, beautification projects, an improved transportation system: all are desirable, but all cost money--public money. When are they warranted? Investment in these can be an investment in the social and economic health of the community. The expenditure of public money can often attract the expenditure of private money.

■ **DETERMINATION OF FUTURE LAND USES**

Should past trends of urban development dictate the future pattern of land use? What are the community's desires relating to the direction of growth and types and locations of land use?

■ MIXED LAND USES – VARIETY OR CHAOS?

Pockets of homes surrounded by industry, shopping in residential neighborhoods, industry in agricultural areas, businesses adjoining apartments. When are these mixing of land uses beneficial and when are they detrimental?

■ UNEMPLOYMENT: A PERSISTENT PROBLEM

Unemployment and underemployment affect the entire economy of the County. Our unemployment rate is generally higher than the State and National average. In what field will our future unemployment be? How can employment opportunities be increased?

■ INDUSTRY AND OUR ECONOMY

Will attraction of new industry solve our economic problems? Is adequate land available in the County for industry? Where should industrial areas be located and why? How can we encourage more industry, and should we?

■ HOUSING – A MAJOR SHORTAGE

Moderate and low-cost housing in the County is badly needed. During the next 20 years many of our lower cost homes will have to be replaced. Where is the replacement housing, and other new housing, to be located?

■ INCREASING LEISURE TIME – FOR WHAT?

Demand for recreational opportunities can be expected to increase as people have more leisure time. The recreational system needs to provide for a variety of activities for a diversified population. What will be the effect of increased costs of recreational travel? Will the demand for more local recreational areas increase?

■ A NEED FOR AN IMPROVED ROAD SYSTEM?

How great is the need in relation to the amount of money available? No matter how good a public transportation system we might have in the next 20 years, automobile mileage will increase. Freeways anticipated a few years ago are now not to be built. Will our existing highways be adequate? Congestion may become commonplace, even in our small towns.

■ PUBLIC TRANSPORTATION: WHERE, WHEN, AND HOW?

People without private automobiles are severely limited. Only Stockton has bus transportation and inter-city buses are practically non-existent. The need for public transit increases as oil supplies decrease, gas prices soar, and air pollution become more serious. Is additional public transit possible now, or will it be feasible in the future? How should it be financed?

■ PROTECTING AGRICULTURAL LAND

Agriculture and related business is the major industry in the County. Protection of the resources on which it is based, particularly our farmland, is important not only for our local economy but also for the production of food supplies which will be in increasingly short supply world-wide. In the past, a great deal of our agricultural land has been broken into small parcels, which by themselves are not economical farm units. Many homes have been built in rural areas and there is pressure for more homesites in rural settings. Conflicts often occur between agriculture and rural residents with the result that some agricultural operations are restricted.

■ A NEED FOR WATER

Most of the water used in the County comes from ground supplies which we are overdrafting. This overdraft has caused saline waters to move into some portions of our ground water basin and has made the water unfit for consumption. We are badly in need of additional surface water for urban and agricultural uses.

■ THE DELTA: A TEMPORARY RESOURCE?

The Delta is one of our most valuable environmental resources. Water quality, the danger of overuse from recreation, conflicts with adjacent land owners, subsiding land, and deteriorating levees are some of the critical concerns in the Delta.

■ CHANGES IN EXISTING ZONING

The policies and the map of the adopted General Plan will be the basis for zoning in the County. Zoning is one of the ways in which the Plan is implemented. By State law, it must be consistent with the Plan. This means that in some cases the existing zoning must be changed to agree with the new general plan.

■ THE PUBLIC INTEREST AND RESPONSIBILITY VS. THE PRIVATE INTEREST AND INVESTMENT

Individual interests and investments should be protected, but how much protection should be afforded if private interests conflict with the public interest? This is a question that government often faces when an individual desires to develop his property in a way which conflicts with the policies of the County for the common good.

■ THE PUBLIC VOICE

In order for government to operate properly people must be actively involved. Two-way communication between government and the citizens who it represents must be encouraged and improved. Nearly 1,000 people participated in the preparation of this plan; however, since planning is an on-going process, it is of the utmost importance that this citizen involvement continues.

Policies **of the General Plan**

Statements adopted by the Board of Supervisors to guide future development in the County. In the General Plan the policies are grouped and classified as

Assumptions

Conditions expected to occur during the planning period. Assumptions are arrived at by consensus, without substantiating information and are the basis of the General Plan.

Goals

Statements of general aims of the County, toward which all effort is directed during the planning period.

Objectives

More specific statements of the County's land use and development goals.

Principles

Guidelines to be followed in the decision-making process, to assure the attainment of the County's stated goals and objectives.

Assumptions

- 1) Population and economic activity will continue to increase in the County, the State, and the Nation; with the County population expected to approach 417,000 by 1995.*
- 2) There will be increased leisure time which will also result in increased demands for new and expanded cultural, educational and recreational facilities.
- 3) Both the number of automobiles and automobiles per person will increase and will result in increased demands for more and better streets, highways and parking facilities.
- 4) The County will seek to meet present and future needs for public transportation facilities.
- 5) New and improved surface and air transportation facilities will result in increased physical, social, and economic linkages between the County and the Bay Area, the Sacramento Valley and the south San Joaquin Valley.
- 6) Stockton's role as the primary social, governmental, economic, and cultural center of the County Area of Influence will be expanded and strengthened.
- 7) Agriculture and agriculturally dependent industries will continue to play a major role in the economy of the County.
- 8) The present expansion of non-agriculturally oriented industries will continue to play an increasingly important role in the economy of the County.
- 9) Water will be available for both intensified and expanded agricultural, industrial, commercial and residential use through water importation.
- 10) There will be increased application of comprehensive Federal, State and regional programs to deal with water and air pollution in the County and the Central Valley.
- 11) Environmental regulations or pollution will not constrain the overall, long-term growth of the County during the planning period.
- 12) Although there may be a need for the freeways and expressways proposed in the California Freeway and Expressway System, not all will be built during the planning period.

*The 1970 population of San Joaquin County was 290,208.

Urban - Rural

Structure

In reviewing the historical development of San Joaquin County and examining the relationship between urban and rural areas, as well as the interactions among the communities themselves, a pattern emerges in which various communities assume particular functions in the overall structure of the County. The urban portion of this structure can be described as consisting of three levels of Urban Centers: including Regional, Subregional and Intermediate centers. The rural portion consists of Rural Centers and outlying agricultural areas, interspersed with occasional Rural Residential areas.

The communities in San Joaquin County have been analyzed as to their function and grouped accordingly within the structure. This function can be described in terms of the opportunities for living, working, shopping, recreation, education, and cultural expression provided by the activities and facilities present within the community. The analysis was based on the opportunities now provided by existing activities and facilities as well as future opportunities which could be provided through expansion of activities and facilities in accordance with expected changes in growth patterns over the planning period.

URBAN CENTERS

Urban centers are defined here as concentrations of urban development, each with a separate identity, which provides a range of living, working, shopping, educational, recreational, and cultural opportunities commensurate with their size and function. In this context, urban development refers to the establishment of residential, commercial, industrial, institutional and other related land uses in combination with the provision of basic services such as water, sewer, drainage, police and fire protection.

The Regional Center (Stockton) is the principal focus of all economic, governmental, cultural, and educational activities in the County Area of Influence, providing a wider range, higher concentration, and larger volume of these activities than any other center within the area.

A Subregional Center (Lodi, Manteca, Tracy) is the nucleus of economic, governmental, cultural, and educational activities for a major portion of the County Area of Influence, but does not include the diversity and intensity of activities found in the Regional Center.

An Intermediate Center (Lathrop, Lockeford, Thornton, Linden, French Camp, Escalon, Ripon) offers a limited number of activities to serve the more frequent needs of residents of the center and surrounding area, relying on the Regional and Subregional Centers for variety and specialization.

RURAL CENTERS

Rural Centers (Henderson Village, Clements, Farmington, Acampo, Coopers Corner, Banta, Victor, Vernalis, and Simms Station) differ from Urban Centers in that they do not have both public water and sewer systems, are not expected to establish them over the planning period, and therefore cannot accommodate urban development. These centers are generally small settlements which have historically served as a focus of activity for the surrounding agricultural areas. As such, there is minimal commercial and residential development, although there may be occasional agriculturally related industries. Rural centers provide only those activities necessary to meet the most frequent needs of residents in the immediate and outlying agricultural areas, who are dependent upon the larger urban centers for a wider range of activities.



AGRICULTURAL AREAS

Agricultural areas include those lands which are capable of supporting a wide variety of crop or livestock production and which are expected to be maintained in agricultural use during the planning period. Also included are marginal lands which are not suitable for urban-type development for various reasons and hence are best maintained in agriculture or conserved for other uses.

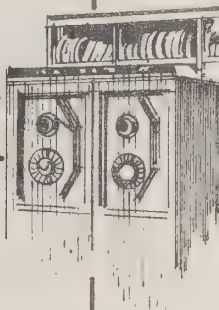
RURAL RESIDENTIAL AREAS

Rural Residential areas are concentrations of homesites on small acreages in rural agricultural areas. The typical area has developed over a period of many years to the extent that use of individual parcels is limited to family food production or the pursuit of agricultural hobbies. These areas provide an alternate living environment for those people who desire a rural country setting.


GENERAL GOALS




To create and maintain the best possible living environment for all residents.



To attain for all residents a variety of economic opportunities for employment and investments and to provide a beneficial economic climate within the County.



To establish a functional relationship between the land use pattern and the transportation network which will meet the range of social, economic, and cultural needs of all citizens.



To formulate solutions to common problems through joint participation with all cities, counties, and other levels of government concerned.

The Built

Environment

The establishment of residential, commercial and industrial uses, as well as facilities for education and recreation, have resulted in the Built Environment. Services such as sewer, water, solid waste disposal, police and fire protection have all become necessary in order to adequately provide for the needs and desires of the people.

Guidance and coordination of the growth of this environment are necessary to help ensure that every development will be a contribution, and not a detriment, to the quality of life in the County.

Issues

- Space to grow
- Determination of future land uses
- Industry and our economy
- Public services
- Public expenditures
- Mixed land uses
- Leisure time

Goal

-To attain a regional pattern which includes a number of urban and rural centers, each with a separate identity and each providing a range of living, working, shopping, educational, cultural, and recreational opportunities for all, commensurate with its size and/or function.

General Principles

1. The County will promote the separation of urban centers as physically distinct units through the preservation of open space and prime agricultural areas.
2. Necessary expansion of urban centers and all rural residential development will be facilitated in a manner least disruptive to the agricultural surroundings and resources.
3. Urban growth will take place in areas within and adjacent to urban centers, precluding further random skip and ribbon developments.
4. All possible means will be used to ensure that all existing urban areas are provided with basic services, including storm drainage, sanitary sewers, water supply, and solid waste disposal, and that all future urban development will coincide with planned extensions of these basic services.
 - a. In urban centers with municipal sewer and water, residential expansion within growth areas shown on the General Plan will require the extension of municipal facilities.
 - b. In urban centers without municipal sewer and water, a community design plan will be required prior to residential expansion.
 - c. Further expansion of rural centers, until such time as they have municipal sewer and water, should not be encouraged.
5. Comprehensive programs of conservation, rehabilitation, and renewal will be undertaken in deteriorating areas.
6. Development within the urban areas will be consistent with the principle of preserving open space.
7. All urban development with the exception of "New Towns" will be discouraged in foothill areas.
8. The County General Plan should consider the cities' General Plans for each city planning area.
9. Urban Reserve Areas are designated in the General Plan to recognize principal growth trends of urban centers as previously indicated on prior General Plans.
 - a. Urban Reserve Areas should be considered as agricultural areas, with agricultural zoning appropriate and agricultural policies, including agricultural preserves, applicable.
 - b. A General Plan Amendment will be required prior to consideration of proposals for urban development in areas designated as Urban Reserve; such amendment should be considered when its appropriateness is indicated by factors such as economic feasibility and availability of municipal services.

RESIDENTIAL DEVELOPMENT

Goal

- To provide all residents with a choice of alternate living environments which are safe, healthy, pleasant, and which include the desired level of cultural, educational, recreational and shopping facilities.

Objectives

- To maintain and promote the distribution of residential densities as prescribed by the General Plan map and by various community plans adopted by the County.
 - To maintain and promote economically, physically, and socially viable residential neighborhoods.
 - To preserve viable agricultural land to the maximum extent possible in the development and expansion of residential areas.
 - To protect natural amenities from abuse and destruction resulting from poor design and development of residential areas.
 - To promote development of educational, recreational, and other necessary public facilities contributing to desirable residential areas.
-

URBAN RESIDENTIAL principles *

1. The neighborhood will be utilized as the basic planning unit in maintaining and extending residential areas in all unincorporated urbanized communities and in areas surrounding those incorporated communities adopting the neighborhood-community structure.
2. The provision of a wide variety of housing types, and the use of new and more efficient residential design concepts, such as dwelling clusters and planned unit developments, will be encouraged.

*Urban Residential development includes the following residential densities: suburban density (1-2 dwelling units/gross acre), low density (2-6 dwelling units/gross acre), medium density (6-15 dwelling units/gross acre), high density (15+ dwelling units/gross acre).

3. Neighborhoods should be maintained through the use of a variety of methods, including:

- a. support of neighborhood improvement programs,
- b. encouragement of the provision of public facilities and improvements in areas where they do not now exist,
- c. dispersement of low- and moderate-cost housing,
- d. encouragement of both public and private participation and expenditures, and
- e. conservation of existing housing, whenever possible.

4. All possible means will be employed to avoid displacement of residents and elimination of neighborhoods; however, when necessary, relocation assistance will be provided to families and individuals who are displaced.

5. Intrusion of incompatible uses into residential areas will be prohibited, and adverse effects of adjacent uses will be minimized.

6. New subdivisions within existing suburban areas will be required to provide for community systems and facilities for water, sewer, and drainage.

7. Suburban residential development in unincorporated areas on the fringe of an incorporated urban center should be located only in areas which the city also plans for residential development of this density.

8. A maximum parcel size should be established for division of land and subdivision in suburban residential areas.

9. A parcel in suburban areas should have frontage on a public road and flag lots and private rights-of-way should be discouraged.

RURAL RESIDENTIAL *principles*

1. Rural residential areas should be kept to a minimum in number and extent.

2. Rural residential areas should be established only in agricultural areas where there are existing concentrations of small parcels, and should not be established within or on the fringe of designated urban growth areas.

3. Future rural residential development will take place only within the designated areas and outward expansion will be discouraged. This development should occur in a manner that will maintain the rural character of the area.

4. Homesites should be of a size sufficient to accommodate the desire for rural living and satisfy applicable health requirements while resulting in the consumption of as little agricultural land as possible. /

5. New development will require the provision of adequate drainage.

6. In conformance with the intent of the subdivision ordinance, parcels in rural residential areas should have frontage on public roads, and flag lots should be discouraged.

COMMERCIAL DEVELOPMENT

Goal

- To promote a pattern of commercial uses which provides for the needs of both consumer and businessman in a manner which is compatible with other land uses and complementary to the circulation system.

Objectives

- To encourage the grouping of commercial uses within compact areas and discourage new strip or ribbon development.
 - To ensure that development or expansion of commercial areas is consistent with their respective trade areas in terms of location, size, accessibility, and type of activity.
 - To maintain Stockton's function as the regional commercial center for the County area of influence.
 - To promote those commercial activities which will enhance the function of Stockton's central business district as the financial and governmental center for the County area of influence.
 - To promote the development of central business districts within subregional and intermediate centers as the dominant commercial centers for their surrounding trade areas.
 - To provide clusters of commercial establishments which serve almost exclusively the freeway traveler.
-

COMMERCIAL *principles*

1. Neighborhood shopping areas will be integrated within the overall design of the neighborhood and should be readily accessible by either pedestrian or vehicular movements.
2. Community shopping areas should be served by arterials, designed with limited access points, and planned so that there is a separation between pedestrian movements among stores and vehicular movements in parking or loading areas.

3. Regional shopping areas should be centrally located within the trading area, readily accessible through an integrated circulation system featuring both automobile and public transportation, and provided with sufficient off-street parking in a manner which facilitates pedestrian movements.
4. All neighborhood, community, and regional shopping areas should provide bicycle access and parking.
5. Central business districts should be readily accessible from all parts of the urban center and its trading area, and provided with off-street parking or other improvements where necessary to facilitate pedestrian and vehicular movements within the area.
6. Administrative and professional office uses should be located in close proximity to community or regional shopping areas, governmental centers, or institutional complexes, and provided with sufficient off-street parking.
7. General retail and service uses should be grouped along arterials in areas which are designed with limited access points and provided with ample space for parking.
8. Rural commercial uses should be located within Rural Centers and readily accessible by either pedestrian or vehicular movements.
9. Highway service areas, intended primarily for the highway traveler, should generally be separated from other commercial areas intended primarily for local residents; however, in the rural centers all commercial uses might be located in one general areas.
 - a. Highway service areas shall be located and designed so as to have a minimum impact on the safe and efficient flow of traffic.
 - b. Highway service areas should be located where there is or will be a market and where the location is suited to serve that market.
 - c. A highway service area should be adjacent to a full interchange which allows ingress and egress from all approaches with a minimum of traffic congestion and safety hazard.
 - d. Highway service areas should generally be limited to freeway interchanges and located on a major highway which leads to an urban center.
 - e. Highway service areas shall generally not be permitted in the islands created by the design of the interchange.
 - f. A sufficient number of areas will be provided to serve the highway traveler, but scattering of highway service uses will be discouraged.
 - g. Highway service areas should be located only at those freeway interchanges whose design permits additional traffic generation and allows full and adequate sight distance from the freeway to the service area.

INDUSTRIAL DEVELOPMENT

Goal

- To assure ample opportunities for industrial development within the County such that each urban center will be able to provide local employment opportunities and a diversified industrial base commensurate with its size and function.

Objectives

- To promote the potential of the County's well developed transportation network in relation to its advantageous location for distribution of goods and products.
 - To provide desirable locations for a variety of industries by designating those areas which are best suited for industrial uses because of their physical character, compatibility with surrounding land uses, transportation facilities, and existing and planned utilities.
 - To protect designated industrial areas from incompatible land uses in order to maintain their attraction for existing, expanding or future industries.
-

INDUSTRIAL *principles*

1. The total amount of industrial acreage designated in this General Plan will be sufficient to provide for a choice of sites.
2. Industrial uses shall be located where the utilities required by the industrial use are available or can be made available.
3. The grouping of industries will be encouraged to reduce conflicts with surrounding land uses and maximize provision of services.
4. The use of performance standards and buffer areas will be encouraged to assure compatibility among industries within an industrial area as well as with the surrounding land uses.
5. Within industrial areas, local service streets should provide direct access to each site, with collector streets connecting the area to major thoroughfares.

6. Industrial uses which may require locations outside of urban centers because of their raw material orientation or operational characteristics should be directed toward areas of least agricultural production or potential where they are compatible with surrounding land uses.

7. Agricultural processing should be encouraged and will be considered in areas shown on the plan map for industrial or agricultural land uses.

8. In the designation of potential industrial areas, proximity to public transportation and to residential areas should be considered.

9. The transportation requirements of various industries shall be taken into consideration in establishing industrial areas.

EDUCATION AND CULTURAL FACILITIES

Goal

- To encourage the provision of a full range of educational and cultural facilities and programs to meet the increasing needs of the County.
-

EDUCATIONAL & CULTURAL *principles*

1. The location and size of each educational facility will be dependent upon the population and characteristics of the area to be served.
2. All educational and cultural facilities should be conveniently located to the population served and not conflict with any adjacent land uses.
3. Buildings serving a local need shall be served by a collector street, and those serving larger segments of the urban area and the County shall be served by a major thoroughfare.
4. Assistance and coordination with the district, agencies, and individuals involved in providing and managing these facilities will be achieved to effect interagency coordination.
5. The County will encourage adjustments of school district boundaries in order to relate school districts to concentrations of urban development and to further the development of community identity.
6. The County will encourage the development of opportunities to complete undergraduate education in this County.
7. The County will support efforts to increase cultural facilities and to utilize state and federal support, of the arts.

DEVELOPMENTAL HAZARDS

Goal

- To protect the people of the County from adverse environmental impact, natural or man-made.

Objectives

- To identify hazard areas in the County and establish appropriate controls within those areas.
 - To alleviate existing noise related land use conflicts affecting the health and welfare of persons in the County and to prevent the creation of new noise problem areas.
-

ENVIRONMENTAL HAZARDS *principles*

1. Lands hazardous for any development shall be retained in open space.
2. All developments proposed in areas of potential flooding will require a flood hazard report from the U.S. Army Corps of Engineers unless current flood plain information is available.
3. Future urban development shall be discouraged in areas subject to a 100-year-flood (intermediate regional flood).

NOISE HAZARDS *principles*

1. The County shall take noise impacts into account in future planning and zoning decisions.
2. Residential development should be adequately protected from major noise sources or located away from them. Protection may include setback regulations, building restrictions, or the construction of noise barriers.
3. Industrial areas and commercial uses shall be recognized as potential noise generators and shall be regulated and/or located so as to be permanently buffered from land uses which need quieter noise environments.

4. Commercial and industrial areas should be located so that truck routes do not have to pass through noise sensitive land use areas.

5. Further residential, and other noise sensitive development should not be permitted within the projected CNEL=65 dB contour around an airport, and should be discouraged within a CNEL=55 dB contour.

RECREATION

Goal

- To provide opportunities for a variety of recreational activities; to conserve and develop the recreational potential of the County; and to encourage and promote recreation as a major industry in the County.

Objectives

- To meet the needs for both active and passive recreation for persons of all ages.
 - To provide a system of parks, open space, and recreation areas for:
 - a. the preservation of unusual physical features and historical sites and buildings,
 - b. the promotion of health and well-being through opportunities for leisure time activities,
 - c. the conservation of natural resources.
 - To assure the preservation of the Delta and the opportunity for the public to know and enjoy this unusual recreation resource.
 - To coordinate recreational development in the County by public and private agencies and to support sound development.
-

RECREATION Principles

1. The County parks and recreation services and facilities will be coordinated with and will supplement or complement:
 - a. the locally provided neighborhood and community parks;
 - b. the large parks and special recreation facilities of County-wide or state-wide significance provided by city, state, or federal programs; and
 - c. the recreation areas and facilities provided by semi-public agencies or private individuals.
2. Private developers will be encouraged to provide the commercial forms of recreation facilities or services either as concessionaires in public recreation areas or as private establishments.

3. The development of major recreation facilities serving regional and state-wide residents will be encouraged.
4. Recreation areas will be encouraged or provided in central locations in all living and working areas and in areas of outstanding beauty sufficient to meet the needs of the people to be served.
5. The future recreation potential of rivers, streams, major tree groves, and other attractive natural features in the County will be protected and enhanced.
6. The right of public access to, and the use of the County's rivers for recreational purposes will be protected, while the rights of property owners will also be recognized and protected.
7. Recreational areas will be protected from overuse and misuse.
8. All recreation areas will be maintained in as safe and sanitary manner as reasonably possible.
9. Opportunities will be provided for non-boaters as well as boaters to visit, use, and enjoy the benefits of the Delta area.
10. Recognizing that local recreational resources, particularly the Delta, serve the recreational needs of residents Statewide, the County will consider support of actions favorable to Counties of Impact.*
11. The recreation potential of existing or future public or semi-public projects will be explored and the multi-use of open space encouraged.
12. The land on which the North Stockton and Lincoln Village sewer plants are located should be converted to recreational uses when the plants are phased out of operation.
13. The development of a regional trail system will be encouraged and coordinated with other jurisdictions.
14. Federal and State funding will be considered for acquisition and development of recreational areas whenever possible.
15. The County will continue the program of requiring provisions for parks and open space in subdivisions.
16. Recreational areas will be constructed, maintained, and controlled so as to minimize conflicts between users and adjacent property owners.

*"Counties of Impact" are those which receive high use by out-of-county people thereby placing an unfair financial burden on county residents.

Circulation and

Transportation

The transportation system, which provides for the movement of people and goods, to, from, and within San Joaquin County is one of the frameworks upon which the physical, economic, and social character of the County is built. It is important that major transportation routes and facilities be planned well in advance of community development, so that they can unite the various activities proposed by the General Plan. The transportation system in San Joaquin County consists of the road and street network, public transit, bikeways, and airports, as well as the port and railroads.

Development of these facilities is based on the needs generated by future land use and represents the anticipated needs of each area when fully developed to the uses and densities proposed by the General Plan.

Issues

- Public transportation
- An improved road system?

Goal

- To achieve and maintain a safe, efficient, reliable, coordinated, and balanced multimodal transportation system serving the social and economic needs within San Joaquin County while promoting sound land utilization and minimizing adverse environmental impacts.

General Objectives

- To develop transportation systems which will meet the needs of all people in San Joaquin County.
- To reduce the dependency on one mode of transportation for the movement of people or goods.
- To design transportation systems which will benefit the environment and support the social and economic policies of the County.
- To coordinate land use and transportation planning in order to facilitate a viable transportation system.

General Principles

1. The impact of transportation programs upon social and economic groups shall be carefully analyzed to minimize inequities.
2. The transportation system shall provide for the needs of commercial and industrial development and shall be designed to stimulate their further growth.
3. Decisions regarding transportation systems shall protect natural resources and avoid or minimize adverse impacts on the environment. In planning, development, location or improvement of major transportation routes and facilities, noise impacts on existing or planned land uses should be carefully considered so that noise related land use conflicts are minimized.
4. The various transportation modes shall be correlated and complementary to one another.
5. Land use policies that support the efficient and economical operation of existing or planned transportation facilities shall be followed.
6. The County shall coordinate transportation planning with other governmental agencies through the San Joaquin County Council of Governments.

ROADS AND STREETS

Objective

-To develop a road and street system that satisfies the needs in San Joaquin County for safe, efficient, and reliable vehicle movement of people and goods through and within the County.

ROADS AND STREETS *principles*

1. The road and street system shall be used to guide as well as accommodate land use and development within the County.
2. Planned land use and development adjacent to existing or proposed roads and streets shall consider and not detract from the primary function of the road facility.
3. In areas where public transit service is available or planned, transit requirements shall be a major consideration in all street and highway planning, design, construction, and improvements.
4. The need for adequate bikeways and pedestrian paths shall be considered in constructing or improving the road and street system.
5. All significant trip generators shall be served by roads of adequate capacity and design standards to provide reasonable and safe access by appropriate transportation modes with minimum delay.
6. Major streets and highways in urban areas should be planned and located so as not to break-up neighborhoods.
7. Streets in residential developments should provide a maximum division of pedestrian and vehicular traffic, be functionally designed, and conform with adequate safety standards.
8. Roads and streets in rural areas shall be planned and designed to adequately serve agricultural and recreational needs, without encouraging urban growth.
9. The location and class of trafficways will be determined by their function. The function will be determined by analyzing:

- a. the location and type of land use served;
- b. the distance to be traveled;
- c. the desired speed of traffic;
- d. the traffic volume to be accommodated;
- e. the type of vehicles to be carried; and
- f. the degree of interference with through movement created by abutting uses and intersections.

10. The functional classification definitions shall be a policy guide for designing the road facility and a guide in systematic and economical expenditure of public funds.

11. Wherever traffic volumes or potential hazards justify the expenditure:

- a. Motor vehicle traffic shall be separated from pedestrian and bicycle movement.
- b. Grade separations shall be provided at all intersections of major roads and major railroad crossings.
- c. Intersections along major roads will be minimized.
- d. The interference of abutting land uses with through traffic will be controlled.

12. Future road and street rights-of-way shall be protected from development through the adoption of specific plans.

13. Recreation routes in the Delta and in other areas of considerable scenic beauty and stopping points at scenic locations will be encouraged.

14. The value of Official Scenic Highways will be recognized and specific plans will be established for the purpose of protecting the scenic corridor and the vistas from the highways for the enjoyment of the general public.

BIKEWAYS

Objectives

- To develop a county-wide system of bicycle facilities that will provide a safe and convenient means of transportation for the user.
 - To promote the use of bicycles as an alternative means of transportation.
-



BIKEWAYS *principles*

1. Bikeways shall be routed to provide reasonable access from residential areas to major bicycle traffic generators such as schools, recreation facilities, centers of employment, and shopping areas.
2. Bikeways shall provide connections between San Joaquin County cities, major recreation areas, and major bikeway systems in adjacent counties.
3. The bicycle system shall be designed to encourage its use and to minimize potential conflict between bicycles, motor vehicles, and pedestrians.
4. The provision of bikeways shall be considered in the review of new development areas and in the construction of parks and recreation areas.
5. Prior to abandonment, road, railroad, or other rights-of-way shall be assessed for possible use as a bikeway.

PUBLIC TRANSIT

Objectives

- To support and encourage improved public transit service within San Joaquin County.
 - To increase the use of public transit by promoting land use policies which reduce the need for private motorized transportation.
-



PUBLIC TRANSIT *principles*

1. The public transit system should benefit and provide for broad community need and desire, including non-users as well as users.
2. Priority in designing public transit service shall be given to meeting the needs of those deprived of personal transportation, particularly senior citizens, the handicapped, and economically disadvantaged, and other non-drivers.
3. Public transit service should be provided to major work centers, major shopping areas, medical facilities, centers of government services, major cultural and recreational centers, college and university facilities, and to residential areas with large numbers of people with limited or no access to automobiles.
4. The development of activity centers shall be encouraged in order to facilitate the use and feasibility of public transit.
5. The public transit system shall be designed to promote effective land use planning and to minimize adverse environmental impacts.
6. Public transit service should be provided between the cities of the County as desired and where economically feasible.

AVIATION

Objective

-To develop through cooperation with all involved agencies a system of airports capable of accommodating the growth of air commerce and general aviation required to meet the social and economic needs of the County, while at the same time minimizing adverse environmental impacts.



AVIATION *principles*

1. Sufficient airport capacity shall be provided to accommodate efficiently the forecasted commercial demand of air travelers, air express, air cargo, and air mail; as well as for the personal, business, and special use segments of general aviation demand.
2. Land use plans for the airport sphere of influence shall be developed in coordination with the Airport Land Use Commission, and shall:
 - a. minimize community exposure to hazard and noise;
 - b. prevent the impairment of airport operational safety and capacity;
 - c. promote the orderly development of land uses which are compatible with airport operations.
3. Although publicly-owned airports are desirable, privately-owned **public-use general aviation airports** will be recognized as providing capacity in the airport system of the County.
4. Airports shall be recognized as generators of ground traffic and adequate access shall be provided.
5. Adverse impacts of the airports upon the environment and upon the health and welfare of County residents shall be minimized.
6. Encroachment of non-compatible uses, such as residential subdivisions and places of public assembly, shall be prevented around airports.

Environmental

Resources

Our environmental resources include both the natural environment, such as rivers, wildlife, vegetation, air, mineral deposits, and those which have been influenced or created by man--the Delta and our agricultural lands. Without policies and programs for their protection they can be rapidly diminishing resources. We must manage and conserve our natural and man-made resources so as to assure their continued availability for the use, appreciation, enjoyment, and education of present and future generations.

Issues

- Protecting agricultural land
- A need for water
- The Delta

Goals

- To achieve a balance between resource conservation, urban development, and the judicious utilization of open space.
- To maintain and enhance the continued prosperity and growth of the agricultural and agriculturally oriented segment of the County's economy.

General Objectives

- To minimize any adverse impact of development on the surrounding environment.
- To increase public awareness of the importance and value of our environmental resources.
- To retain in open space those lands which serve valuable open space functions, and to encourage the multi-use of open space.

AGRICULTURE

Objectives

1. To conserve soil resources to provide a continuing base for agricultural productivity and the County's economy.
 2. To preserve in agriculture those soils capable of producing a wide variety of valuable crops.
 3. To minimize disruption to viable agricultural areas.
-



AGRICULTURAL *principles*

1. The resources upon which agriculture is based will be protected, and the utilization of these resources for agricultural purposes will be encouraged.
2. Intensive agriculture such as orchards, vineyards and row crops will be supported and protected where soils of high quality are found and water is or will be available.
3. Extensive agriculture such as dry farming and grazing will be supported and protected in the foothill areas of the County.
4. Agriculture will be retained in areas subject to periodic floodings, subsidence, or where urbanization would be detrimental to the County's physical and economic well-being.
5. Further fragmentation of agricultural land outside of areas designated for urban expansion will be permitted only in areas designated for rural residential development.
6. The County will continue to implement the land conservation program by encouraging the establishment of contracts within agricultural preserves in accordance with the provisions of the Land Conservation Act of 1965, as amended, and the Rules and Procedures adopted by the Board of Supervisors.

NATURAL RESOURCES

Objectives

- To ensure sufficient water supplies of good quality for all beneficial uses.
 - To enhance and protect from degradation the waterways and associated resources of San Joaquin County and neighboring areas.
 - To recognize the Delta as one of the County's most valuable environmental resources and to support programs for its protection.
 - To protect, preserve and enhance wildlife, habitat and natural vegetation in the County for the preservation of species and fulfillment of aesthetic, recreational, education, and economic needs of present and future residents and visitors.
 - To ensure that extractive resource deposits will be accessible when extraction becomes necessary, and to minimize any adverse impact resulting from extraction.
 - To maintain air quality for the protection of public health and welfare.
-

NATURAL RESOURCE *principles*

1. A coordinated and integrated approach will be taken towards solving all water supply and demand problems.
2. The waterways of the County will be protected by adhering to water quality standards, supporting programs to improve water quality, preventing overuse and misuse, and retaining riparian vegetation along the waterways.
3. Development and other actions that will adversely affect the waterways and associated resources, particularly the unique environment of the Delta, will be prohibited.
4. Unleveed Delta islands will be protected, and acquisition of these islands by public agencies will be encouraged.
5. The County will support and foster sound programs of wildlife and vegetation management and programs that encourage and teach respect for the environment.

6. Areas of known sand and gravel deposits and excavations will be protected from incompatible development.
7. Excavation sites will be located and operated in a manner which minimizes adverse impacts and will not seriously harm wildlife habitat, fisheries, or archaeological or historic sites; rehabilitation of the excavation sites will be required.
8. Comprehensive land use planning will be utilized as a means of minimizing driving miles and resultant emissions.
9. Designated conservation areas will remain as open space in order to protect natural resources, and to protect development from hazards.
10. Large-scale governmental installations in open space areas should be converted to other acceptable open space uses when no longer required by the governmental agency.
11. Since environmental concerns are seldom local in nature, regional coordination and action will be supported.
12. Efforts by public and private agencies to reclaim resources and recycle waste materials will be supported.

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